

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation

**Federal Aviation
Administration**

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We post SAIBs on the internet at www.airweb.faa.gov

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, an owner or operator, of the following Piper PA-46 models, of potential deformation of the fuselage station (FS) 311.42 frame assembly.

Model	Serial Number
PA-46-310P	46-8408001 through 46-8408087, 46-8508001 through 46-8508109, 46-8608001 through 46-8608067, 4608001 through 4608140
PA-46-350P	4622001 through 4622200, and 4636001 through 4636343

Background

This SAIB is a result of FAA Accident Prevention Recommendations (APR's) 02.110 and 02.111. These APR's report that one PA-46-350P airplane was discovered with a deformed FS 311.40 frame assembly (part number 84246-800). This frame assembly is located in the aft fuselage tail cone. The deformation was on the left side; at the horizontal stabilizer front spar attach fitting (part number 83464-02/-03).

This damage was apparently caused by the installation of the incorrect fitting on that side. The fittings are formed with a bend to match the surface of the frame and the sweep of the front spar. The right side fitting may have been installed on the left side, causing a gap between the frame and the fitting, which was forced together with the installation of the attachment bolt. No determination has been made as to how this condition occurred.

Note that there have been no reports of damage other than the subject aircraft, although this area requires a general inspection at 100-hour intervals in accordance with Piper Maintenance Manuals. Also, Piper Mandatory Service Bulletin 962 specifies inspection of the fittings for corrosion/flaking paint on some airplanes. The bulletin applies to PA-46-310P serial numbers 46-8408001 through 46-8608067, 4608001 through 4608140, and PA-46-350P serial numbers 4622001 through 4622114 and 4622116.

Recommendation

After reviewing the data from the APR investigation, we recommend that you, an owner or operator, **have immediate inspections performed to determine if deformation of the subject frame exists.** You may perform this inspection using a flashlight and straight edge through the fuselage side panel forward of F.S.311.40. The Emergency Locator Transmitter (ELT) should be removed to facilitate the inspection of the forward and aft side of the fuselage bulkhead for deformation and "Oil Canning" at station 311.40 and the forward horizontal stabilizer attach points.

If any evidence of deformation is detected, we recommend you have the damaged parts replaced or repaired before further flight. Also we request you notify the FAA if damage is found, at the address for the Atlanta Aircraft Certification Office listed below. Please include as much information as possible, including model number, serial number, time in service on aircraft and parts, physical description of damage (location, length, orientation, parts cracked, etc.), and if possible, pictures of the damaged area.

Note: Based on current information, we, the FAA, only recommend these actions. We will continue this investigation and analyze any added information. We may require additional actions, such as the issuance of an Airworthiness Directive based on this analysis.

For Further Information Regarding Inspection Procedures Contact

Robert Speicher, Principal Maintenance Inspector, Helena Flight Standards District Office, 2725 Skyway Drive, Suite 1, Helena, Montana 59602; phone (406) 449-5270/1-800-457-9917, Fax: (406) 449-5275

For Other Information Contact

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